



UTAH VALLEY

- Model A Club -

THE MOTOMETER

Vol. 5

No.

November 2017

IN THIS EDITION:
THE GIBSON GIRL
2018 National Convention

HAL SHAPONE
VS. BEANIE
O'DANNON

DON'T BLOW
A
GASKET!

MAFCA Newsletter of Distinction 2016
MAFCA Newsletter of Merit 2015
MAFCA Most Improved Newsletter 2014



WHAT'S INSIDE

- | | | |
|--|----------------------------------|--------------------------------------|
| 3 President's Message | 6 June Club Meeting | 19 The Gibson Girl |
| 4 Calendar of Events
November Birthdays | 8 Hal Sapone vs. Beanie O'Dannon | 22 2018 Elections |
| 5 Heard it Through the
Grapevine | 12 Don't Blow a Gasket | 22 Classifieds |
| | 17 Fix Up Your Model T | 23 MAFCA News |
| | 18 2018 National Convention | 24 "Now a Word From Our
Sponsors" |



UVMAC Mission Statement

The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA). Membership with MAFCA is highly encouraged. See MAFCA News at the end of this newsletter for more information.

Club meetings are on the 3rd Thursday of each month at 7:00 p.m. upstairs in the Larry H. Miller Ford Dealership at 1995 N. University Parkway in Provo

2017 Club Officers

CLUB OFFICERS

Board Chairman	Nicholas Mack	kcam1999@yahoo.com
President	Reid Carlson	rcarlson1964@yahoo.com
Vice President	Greg Mack	gregmack02@yahoo.com
Sec/Historian	Howard Eckstein	h_eckstein@hotmail.com
Treasurers	Diane Brimley & Brim Brimley	brimleydiane@gmail.com ralpher@gmail.com

APPOINTED POSITIONS

Web Page	Nicholas Mack & Greg Mack	see above see above
Facebook	Clyde Munson	bjerg_menneskene@yahoo.com
Photographers	Greg Mack Allison Mack	see above windjamer9945@yahoo.com
Activities	Clyde Munson	see above
Awards	Kelly Barker	rustycarkb@yahoo.com
Newsletter	Robert Mack	mack4759@yahoo.com

Murder Mystery





A Message from Our President

BY REID CARLSON

Dear Model A'ers,

Fall is definitely upon us as we approach the Thanksgiving season. I think we all have a lot to be thankful for. One thing I am especially thankful for is your friendship. Each of you really make up the personality of our great club.

Elaine and I were recently traveling (as we sometimes do) and stopped in Williams, AZ at the Grand Canyon Train Station Hotel and RV Park. Our arrival happened to coincide with an Antique Automobile Club of America Car tour. They were driving down Route 66 and parked their cars in a dedicated and secure parking lot near to us. They had stopped on the tour to ride the train to the Grand Canyon.

Elaine and I walked around the cars and marveled at the variety along with the quality of the restorations. They were immaculate. There were about 25 cars including old Packards, with a few Cadillacs, Chryslers and even a Duesenberg thrown in. Here is a sample photo.



I noticed that nearly all of the cars had a medallion on them specifying that this was a National First Prize Winner, but for different years. They had guards watching over the cars while the owners were away. One of the people I talked with said that they really liked doing the road trips, but they worry about their cars while they are away from them. Will it get a scratch or a small blemish? Most of them had removed the hood ornaments to prevent theft.

I thought how nice it is to have Model A that we enjoy driving, and yet don't have to worry about them not being perfect. They all are authentic old cars, but we don't worry about keeping them impeccable.



I would like to say that we have a very classy group with great thespian talent. It was very apparent at the Murder Mystery Night as you can see from the picture above. Thanks to all who worked hard to make it a fun and special night!

Ah-ooo-Gah,

Reid Carlson

2017 Calendar of Events

November

- 18th — Club Meeting, 7:00 p.m. Larry H Miller Ford, TeckTalk about Model A accessories by Joe Fazzio
- 29th - Dec 3rd — Annual MAFCA Awards Banquet, Oklahoma City, Oklahoma. Information available at: <http://www.soonermodela.org/mafcaawardsbanquet.html>

December

- 2nd — Annual Club Christmas Dinner and Awards Meeting, Orem Sizzler 6:00 p.m.
- Christmas Light Tour, TBA

2018 Calendar of Events

June

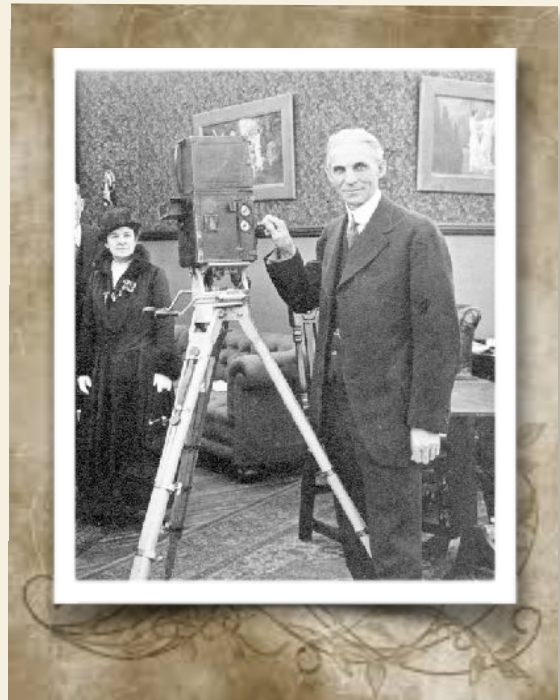
- 24th -29th — Reno-Sparks, Nevada, MAFCA National Convention, to read more about it visit their webpage at: <http://ncrgmafca.com/2018MAFCAConvention/2018index.html>

2019 Calendar of Events

October

- 7th -11th — Canyonlands Hub Tour, Kanab, Utah, This will be a hub and spoke tour of the red rock canyonlands of Southern Utah and Northern Arizona. We will tour through Bryce Canyon, which sits at the northernmost part of the Grand Staircase and stretches to the north rim of the Grand Canyon, Bryce Canyon, Zion National Park, and the Grand Staircase-Escalante National Monument. Registration materials will be available in **The Restorer** and on the MAFCA website in early 2019 <https://www.youtube.com/watch?v=WZzdTMNsYdw&feature=youtu.be>

The Wisdom of Henry Ford



Don't find fault. Find a remedy.



Heard it Through the Grapevine

OUT & ABOUT WITH CLUB MEMBERS

NO CAR SHOW AT THE PROVO TOWN CENTRE MALL ON NOVEMBER 1ST AND 2ND. Reid talked to the mall's marketing director. Between the two of them, they decided it best to postpone the car show until the spring.

The club made their presence known at the **BYU Homecoming Parade**. We showed the diversity of the group, with several Model A's, Karl Pope's 1912 Detroit Electric, Karl Furr's 1921 Rolls Royce Ghost and Bob Anderson's 1929 Mercedes kit car. From the photos Howard Eckstein took we can see that both Gemma Eckstein and Karl Furr were "babe magnets."

Tony Jacobs is making progress on his "jalopy." It is a combination of parts he has collected through the years. Currently he is looking for a Model A pickup bed. Once his acquires that, he can build the cab, patterned after a Model T truck, similar to Thompson's Model T.

The **Copper Classic Fall Color Tour** was a success. Ten old cars (and a few modern ones too) enjoyed an afternoon together looking at the fall colors and enjoying lunch as the Rock Church in Spring City. Wayne and Jan Atkinson hosted the event. Greg Mack and Howard Eckstein attended from the club.





October's Monthly Meeting

Attendance:

Roger Davis, Tim & Judy Issacson. Larry Taylor, Howard and Gemma Eckstein, Tony Jacobs, Clyde Munson, Nicholas and Greg Mack, Wayne and Jan Atkinson, Bill and Colette Thompson, Ron and Ellie Sessions, and Robert Mack.

Guests:

Roger brought his friend and fellow auto enthusiast Bill Maxey with him tonight. Welcome Bill!

Club Business:

Reid Carlson was out of town so Nicholas Mack conducted this meeting.

Treasury:

no report.

Parades: We have participated in more parades this year than any year previous. Granted, not all members participated in all parades, but the club was present at the Provo Freedom Festival, Scandinavian Days, BYU Homecoming, Mapleton Parade, Steel Days Parade, Steel Days Cruise Night, and the Lehi Heritage Event. The question was asked if that was too many. No one seemed to object, so no motions were made to make a change.

BYU Homecoming Parade: Roger Davis reported on the parade attendance. Bob Anderson's grandson drove Bob's car. Pat Hansen, Richard Judd, Roger and Geena Davis, Howard and Gemma Eckstein and Karl Furr all participated. Each car was assigned a dignitary. Karl, in his Rolls Royce, chauffeured President Worthen. The parade organizers were very appreciative and gave out plaques to each car.

Sanpete County Fall Color Tour: Jan and Wayne Atkinson hosted the tour, so it was fitting that Wayne should report on it. There were ten old cars present and several "moderns." They traveled to Spring City and then up the canyon. There were several steep grades, so the T's were down to five miles an hour. This made Greg appreciate the advancements Ford made with the Model A. Afterward, they met at the Rock Church in Spring City for lunch.

International Model A Day Vintage Iron Cook-off: Due to the fact that Colette Thompson won the cook-off contest, she reported on the outing. There was a good turn-out for the event. We traveled from Orem up through Provo Canyon to Bridal Vail Falls for pictures. Following pictures, by both club members and

2017 Club Goals:

President Carlson has outlined four goals he would like us to strive toward:

1. Get all club member's cars running and on the road before the end of June.
2. Have an activity where everyone's car is in a club photograph.
3. Develop a 90th anniversary/celebration gift for the Model A's as they each turn 90 years old.

spectators alike, we continued up through Vivian Park to Big Springs Park. It was discovered that the distance was too short for most of the meals cooked on the manifold, so many cars sat running for 10 to 15 minutes while the food cooked. Despite this short-coming, **Colette Thompson's** culinary concoction of BBQ Sanpete County turkey and fall vegetable medley beat out other skilled chefs. The tour was consummated with the thrill of the changing colors of mother nature.

Announcements:

Clyde Munson took the floor for a few minutes passing out 2017 International Model A Day Patches for those who participated in the Vintage Chef Cook-off. He also awarded **Roger Davis** with his 1,500 mile badges. Roger has really given his Fordor a workout in the year he has had it. Congrats Roger! Clyde has patches from other years for those who would like to purchase them (\$3.00). There are a few license plate toppers (\$10.00) and stickers (\$1.00) available as well.

Clyde gave us more Murder Mystery Dinner details. Meet at the American Fork Senior Center at 6:00 p.m. wearing period dress or Sunday best. Please bring an entrée of your choice. This year's mystery is set in the 1920's between rival gangster clans. A photo booth will be available with various backdrops. It should be a fun night!

TechTalk:

Howard gave an impromptu presentation. He talked about what to look for when working on a Model A Transmission. Two things he highlighted were:

1. Check all gears to make sure they are in good shape and not tapered. Tapered gears will cause the transmission to jump out of gear.
2. Inspect the gears to make sure they are not pitted. The pitting occurs because of a lack of lubrication.

Bent Rod Award:

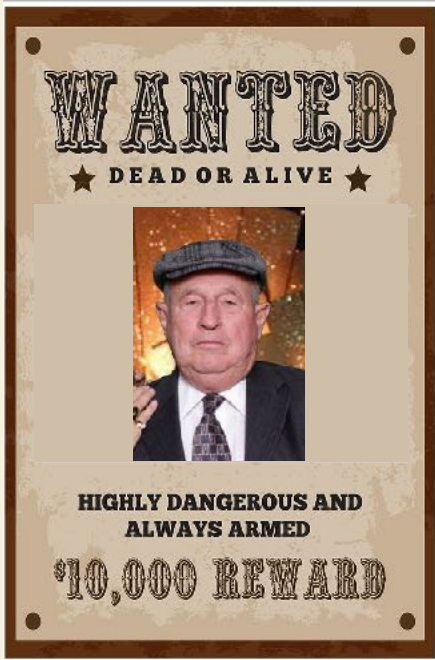
The award is so coveted, a game of Rock, Paper, Scissors was played to determine the winner. As Howard Eckstein put it, "Nicholas takes it home. He won it fair and square on the merits of having incorrectly set his timing with the NuRex tool. Greg was nominated due to having a dead battery in Fairview. Greg was a recipient of bad luck; Nicholas' grief was self-inflicted."

Howard, concerning the BYU Homecoming Parade, "Because it was longer than we thought, we ran out of candy so I threw empty wrappers instead. We were gone before the kids knew what happened."

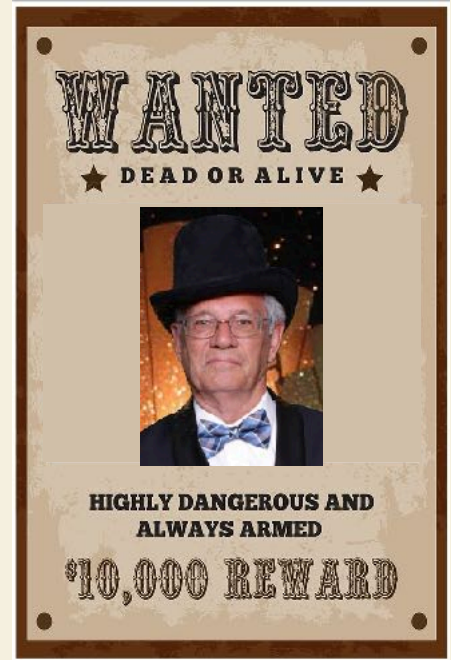


Hal Sapone vs. Beanie O'Dannon

A MURDER MYSTERY AMIDST A NIGHT OF ELEGANCE



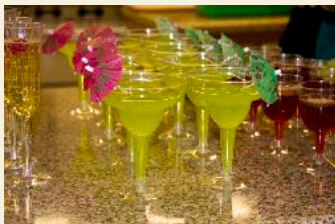
The elegant and exclusive invitations came secretly in the mail. Invitations to the most opulent evening of extravagance and fashion, extended only to people with special privileges. These were members of high caliber, as evidenced by their lavish transportation. On Saturday, October 28th, dolls and dapper Dans were spotted getting out of shiny, polished Model A's (no flivvers for this group), entering the Grand Gatsby speakeasy owned by Hal Sapone. This is the first time rival gangs, Hal Sapone's South Side Chicago Gang and Beanie O'Dannon's Northern Chicago Mob Outfit had met on common terms.



Once inside the speak-easy, guests were wowed by the lavish place settings and

ambiance of the hall, all thanks to the efforts of the decorating committee. In the corner, patrons donned costumes and had their pictures taken (hopefully not mug shots for Sapone's later use). During a nice meal, drinks such as, "Tumble in the Rumble," "Antifreeze Leak," Champaign, and others. The mood in the air seemed festive and everyone seemed to be enjoying themselves. Yet, in the dark corners of the hall, private conversations could be seen between such people as Hal

CRIME SCENE - DO NOT CROSS THE LINE - CRIME SCENE - DO NOT CROSS



Sapone and Handsome Sam, Tommy “Four Guns” Beagle and Beanie O’Dannon, as well as rival singers, the dish Kara Low and doll Haddie Drinx, hooper Mona Crawfish and Handsome Sam. Guests started to become leery of the outcome of the evening. After all, they were in the midst of the two most notorious gangsters in Chicago. Everyone tried to steer clear of the brewing trouble, but many of the dubious crowd began spilling the beans about affairs and alleged relationships, and suspicious business transactions; some even making threats (whether real or imagined, it was hard to tell). The mood at the gathering changed to one of mystery and intrigue. Guests began conferring amongst each other, comparing rumors and sharing the gossip they had heard.

At this fevered pitch, the room went suddenly dark and Handsome Sam came crashing to the floor amidst a number of screams and shrieks. He had been cut down, but by whom? The room was in pandemonium even after the lights came back on. Some of the major players of the night, afraid that they might be next, spouted confessions of wrong doing. Others began pointing fingers at their adversaries, while the rest stood there shocked at the events that had just transpired.

As the crowd began to put the pieces together, the puzzle began to coalesce into a clearer picture. This was obvious to movie star and moll Zetta Zarbo who could see the writing on the wall. In sobbing fits she clung to Hal Sapone and confessed it all. She had plunged the shiv into the back of Handsome Sam McWarthy, the right-hand man of Beanie O’Dannon, because he had been blackmailing her. He had incriminating pictures of her. Pictures of her giving fellow actor a “cash” (kiss). She didn’t want Hal to know for fear that he would knock her off. She claimed the two actors were just friends. A last minute surprise unfolded when Tommy Four Guns pulled the trigger on Hal. The crowd watched the dramatic end of Hall Sapone and the demise of the Chicago South Side Gang. It turns out Tommy was the brother of Beanie O’Dannon. Thus, the thrilling climax of a suspenseful evening.

CRIME SCENE - DO NOT CROSS THE LINE - CRIME SCENE - DO NOT CROSS









Don't Blow A Gasket!

BY HOWARD ECKSTEIN

The head gasket on a Model A serves the same purpose as those in modern cars. That is to isolate compression pressures and the oil and water passages between the engine block and the cylinder head. Not only must the head gasket contain and separate these three systems, it has to allow the cylinder head and engine block to expand at different rates.

This is more crucial with modern engines built with aluminum heads bolted to cast iron blocks. Those two metals expand at different rates at the same temperature. For the Model A where the head and block are both made of cast iron, that difference of lateral expansion is very small but it's there.

There are two basic situations wherein new head gaskets are installed. One is for engine rebuilds. Here the head and block are resurfaced to remove irregularities. The other is when head gaskets are replaced in service and the surfaces are generally not re-machined.

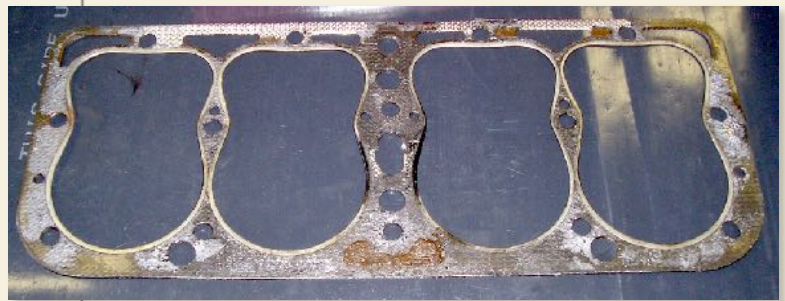
Originally head gaskets were made with a thin steel or copper jacket over an asbestos core. Those days are gone. Copper-jacketed head gaskets are now made with more substantial core materials. High compression engines with dissimilar metals used in blocks and heads have given rise to technical improvements in the head gaskets of today. Some of these have a graphite coating that allows greater lateral movement between the head and block.

Compression ratios of modern engines can be more than triple that of the Model A. Consequently the new style head gaskets are engineered to work with the dynamics of today's engines.

There is no harm installing a modern head gasket in a Model A. They can be a nuisance when it's time to cleanly scrape stubborn pieces off the head and block when they need to be replaced in service. Just

because they are built with all the modern features is no guarantee they won't fail if installed incorrectly.

Fig 1 shows a modern style gasket with less than 10 hours of running time. It was installed in service after a replacement head was put on. The original head



cracked due to water that froze in it over the winter. You can see the black burn marks on the fire rings for cylinders 2 and 3. Compression gasses leaked into the large water jacket passage in the center of the gasket and etched away some of the material. Most likely this gasket was not properly torqued down.

DIAGNOSING A BAD HEAD GASKET

Loss of power is usually the first hint that something is wrong with your head gasket. Here are a few things you can observe before tearing into your engine and yanking off the cylinder head.

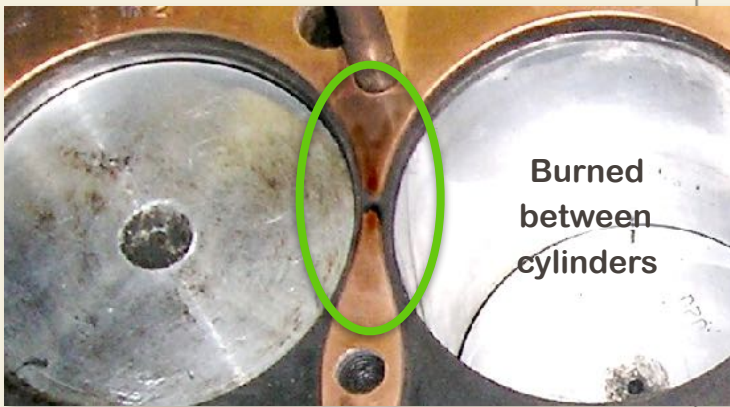
1. *Bubbles in the coolant:* Running the engine at a moderate idle produces sudsing of the coolant and can be seen at the radiator filler neck. This is a sign of a compression leak between a cylinder and the water





jacket. See **Fig 2**. This photo was taken of the car with the damaged gasket shown in Fig 1 before it was replaced.

2. *Rough idle*: If there is a lack of power and the idle is really rocky and consistent, the gasket may be blown between cylinders. This is easily identified with a compression test. There will be nearly no compression between the two cylinders conjoined by a breach in the head gasket between them. See **Fig 3**.



3. *Milky oil in the water*: When water has oil mixed in it, a milky sludge collects around the radiator cap. There is not much opportunity for oil to get into the water jacket in a Model A engine. One possible route is through a leak between the water jacket and the distributor hole.

4. *Sludge in the oil*: By the same routes mentioned above, water can get into the oil and can leave a milky film on the dipstick and in the breather tube.

5. *Steam out the tailpipe*: If you have antifreeze in your coolant, the steam will have that sweet smell of hot antifreeze. This is where water finds its way into the combustion chambers and is burned with the gasoline.

CAUSES FOR HEAD GASKET FAILURE

1. *Warped head*: If an engine has been severely overheated, the cylinder head can become warped. Even though it is held against the engine block with strong studs and nuts, there is enough force exerted by expanding metal to lift the head in certain areas. As a result, some parts of the gasket are crushed and will allow small amounts of leakage to start. Once begun, those areas are quickly eroded away and failure of the gasket is the result.

2. *Improper torque techniques*: Simply tightening head nuts to 55 ft/lbs of torque is not sufficient for effective sealing of the head gasket. The cylinder head is hollow with many irregular voids at the mating surface with the gasket. Consequently, it is possible to introduce uneven pressures on different areas of the gasket, resulting in the same failure that would accompany a warped head.

3. *Stretched studs*: Over-torquing the studs will stretch them, causing them to lose some of their tensile strength. The thousands of cycles of expansion and contraction of the head as the engine heats up and cools down will stretch the bolts a little as well. Many modern engine manufacturers require new head bolts every time head gaskets are changed in service. This is not so critical for the Model A due to lower compression pressures and temperatures at which our engines run. Nevertheless, there is something instructive in the concern of today's engineers regarding stretched head bolts. Reputable rebuilders will always replace head studs in Model A engines. They are equipped to repair those that are broken during the removal process.

Damaged stud threads: Because head studs are hard to remove from the Model A engine, many mechanics choose to reuse them in service. This practice is OK if the threads of the studs and nuts are not binding



due to rust or corrosion. A nut that is hard to turn will give a false reading with a torque wrench. This is because part of the turning force is used to overcome the resistance of the damaged threads. This results in a head being improperly torqued down.

PROPER CYLINDER HEAD INSTALLATION

There are a few things that need to be checked before reinstalling a cylinder head. First of all, you will want to know whether the head and block are flat. If a head gasket has been blown out in a certain area long enough, erosion of the metal of the block or head can occur, compromising the ability of a new gasket to compensate for irregularities. One way to check for this is to clean off all of the old gasket, rust and carbon from the mating surfaces so that a flatness check can be performed. See **Fig 4**.



Once the block and head are clean, you can use a straight edge and feeler gauge to check them for flatness. A .003" feeler gauge is sufficient for this test. Try to get the gauge to go under the straight edge. If the gauge can't slide in anywhere, then you have a flat surface. See **Fig 5**. Do this check diagonally and laterally to verify that there is no warpage of the block or head.



You would never do this, but once in a while you'll come across an engine where a previous mechanic used a bolt to replace a stud that came out during disassembly. **Never use a bolt to attach your Model A's cylinder head!** You never really know how many threads are engaged or whether the bolt has bottomed out in a blind hole.

The coarse threads of the bolt in the block are not designed to be turned under pressure to bring up the torque on the head fasteners. Studs are to be run down in the block until seated at the end of the threads of the stud. The nuts turn down on the fine threads at the top of the stud. SAE threads are used here so that proper torque can be achieved. The nut has to be brought farther around to move the same distance down thus giving greater control over the accuracy of the torque applied.

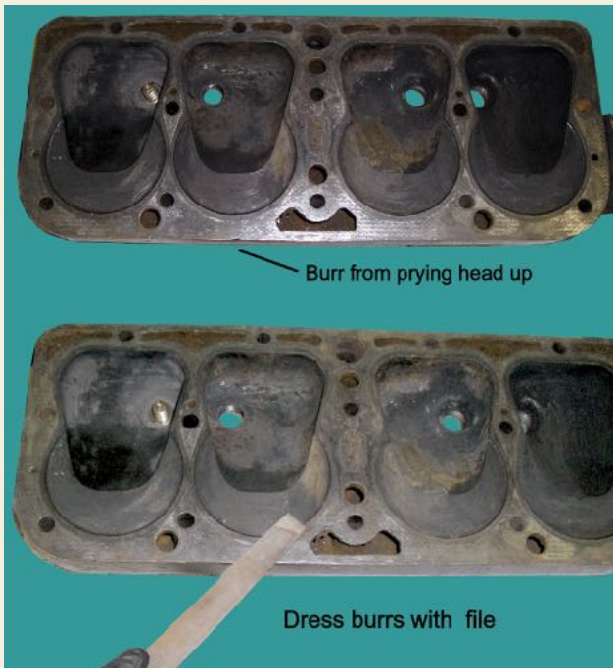
Sometimes you may encounter studs where the nuts are frozen on and the whole stud comes out of the block. Reusing a stud with the nut frozen on is as bad as using a bolt. See **Fig 6**.





A stud that comes out with its nut attached gives you an opportunity to inspect the threads in the block and to use a new stud when reassembling the engine. If the threads in the block are damaged or rounded off due to corrosion where water has seeped past, a thread insert may be necessary. One thing to keep in mind about thread inserts is that there are two surfaces where water can leak past the stud up through the gasket and out onto the top of the head. Those surfaces are the inside and outside of the thread insert. If you notice this kind of a leak when running the engine after your work, a little tube of stop leak will seal it.

Another thing to look for is burrs along the edge of the block or cylinder head. If replacing the head in service, these burrs can be filed down. Often various wedges such as screwdrivers and wood chisels are used to separate the head from the block during disassembly. Burring on the edges of these parts will interfere with proper gasket sealing. See **Fig 7**.



If wedges are to be used when removing the head, avoid driving them in at the corners. These areas are prone to leaks, particularly on the manifold side of the engine. Any irregular surface on the head due to corrosion is a reason for having it resurfaced by a machine shop. If you use wedges to separate the head from the block, insert them above the gasket thus helping to avoid burring the block. It's much easier to resurface a head than to deck the block.

INSTALLING THE HEAD

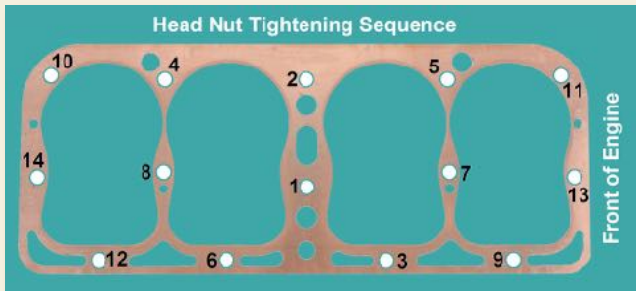
If the head and block have been resurfaced, no gasket sealant is required. If replacing the head gasket in service, those surfaces will be less than pristine. In this case, a spray sealant consisting of finely ground copper is used on both surfaces of the gasket and allowed to dry before installation.

Place the gasket over the studs without bending it. Set the head on straight so it slides down easily to avoid hanging up on the studs.

Be sure the water outlet (or gooseneck) has a perfectly flat mating surface with the head. If either the head or outlet mating surfaces are not flat, you run the risk of breaking one of the bolt ears on the gooseneck. Place the water outlet and its gasket over the tall studs in front and run down all the head nuts by hand.

When tightening the head nuts, the object is to work from the center out. This reduces the possibility of warpage of the head and a poor seal. **Fig 8** is a good tightening pattern to use.

Start with a setting of 20 ft/lbs on your torque wrench. The final torque for the nuts is 55 ft/lbs and should be brought up in 5 ft/lb increments as you repeatedly go around the pattern shown in Fig 8. Go to 65 ft/lbs for the high compression heads available in the aftermarket today.



Once the car is put back together and ready for a test run, fill the radiator with water and run it for 30 minutes to heat it up and get everything to expand. This operation also gives you a chance to look for any external leaks. Let the engine cool completely overnight and re-torque the bolts to 55 ft/lbs. Some gasket makers say to do this two or three times to be sure the gasket is fully seated and compressed. The head nuts should be re-torqued again after 500 miles.

If a little water seepage is found around the head bolts or the edges of the gaskets after the sequence of hot and cold tightening cycles as described above, pour a small tube of stop leak into the radiator and run the engine to circulate the medicine until the leak stops.

Don't use a stop leak containing Sodium Silicate or "Water Glass". This chemical will seal the leaks just fine, but future radiator work will be compromised as that stuff interferes with the solder during repairs.

After all is declared to be sealed properly, drain and fill the radiator with 50/50 antifreeze and water. Don't use more than 50% antifreeze. Ethylene Glycol will raise the boiling point and lower the freezing point of water, but it is a poor conductor of heat. Water is needed to keep the engine at a safe temperature.

A HEAD GASKET CAN BE REUSED

The idea that a head gasket can be reused is considered heresy in some circles. This writer grew up

with the warning that a new head gasket is to be used whenever the head comes off.

This directive was held sacred until the day a cylinder head had to be removed from a 1925 Buick Standard Six to replace burned valves. At the time of this project, the internet was not available to the common man. Want ads in collector car magazines were the best source for finding stuff. It was a foregone conclusion that a head gasket for an engine that was built for only one year would be a tough find.

It was noticed one day while reading the service manual that it said: "...when reusing a head gasket, do not use shellac." Following that instruction, caution was given to carefully remove the head gasket and inspect it for flaws.

Armed with that welcomed bit of information, the head was removed, the valves replaced and lapped and the gasket reused. That was over 30 years ago and that Buick, with all the miles it has been driven since, has not had a head gasket problem.

That would be helpful to know someday if you're on the side of the road and you've dropped something down a spark plug hole and you can't get it out without removing the head. If you have a copper clad head gasket, you can proceed to remove the head, retrieve the errant nut and put the engine back together with the same head gasket and drive your car home.

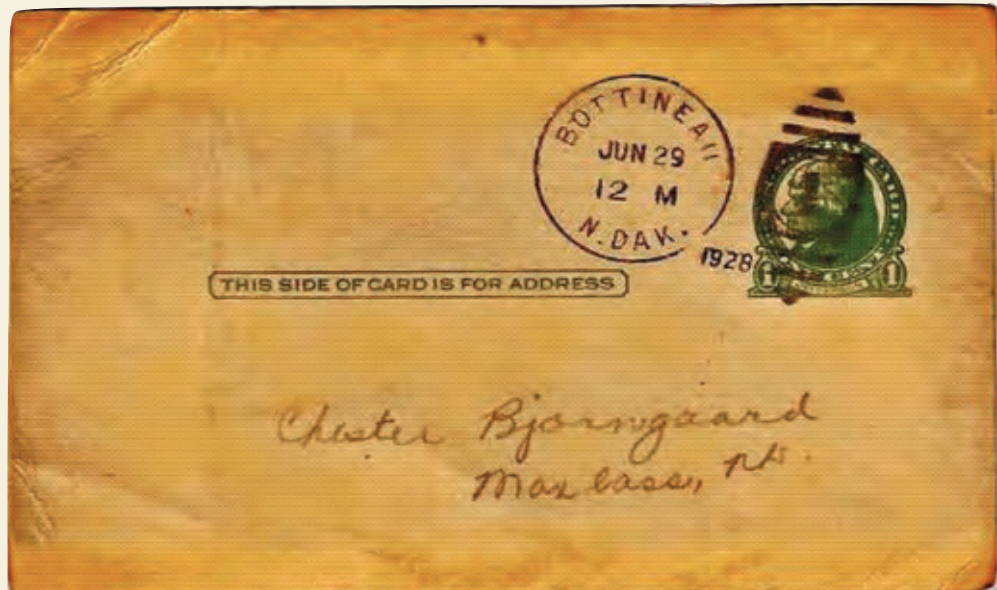
With the easy availability of new head gaskets for the Model A today, plan on replacing it whenever performing elective surgery on your engine.

If you take care to check for flat surfaces, use good studs and nuts and clean the surfaces and torque the head nuts correctly to assure a good seal, you'll enjoy driving your Model A for a long time and not have to worry about blowing a gasket.

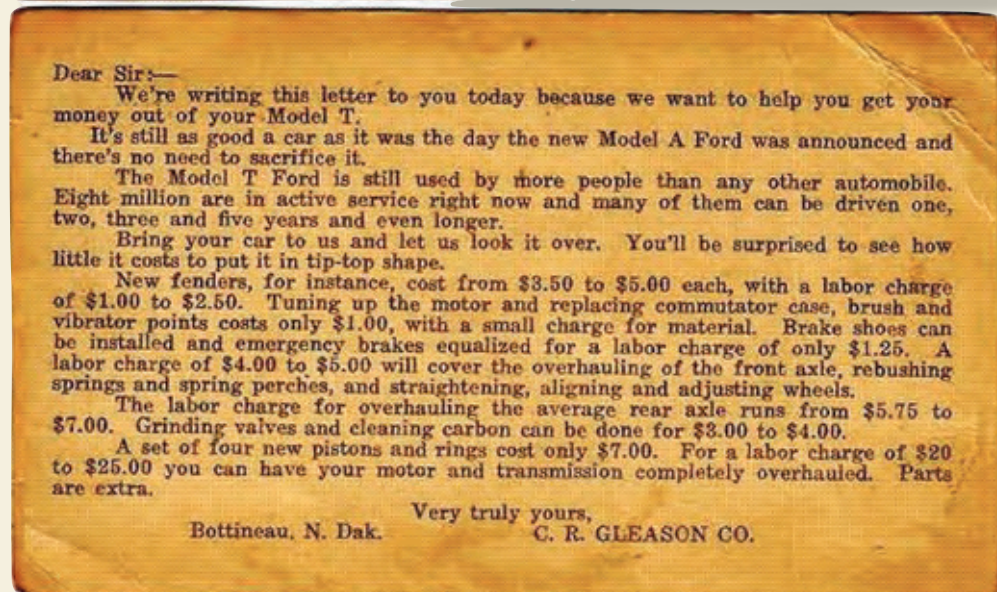
Fix Up Your Model T

FROM THE SOONER MODEL A CLUB'S NEWSLETTER *SCUTTLEBUTT*

Ford Dealers in 1929 were just like car dealers today, always trying to find ways to generate more income. In this postcard from the C. R. Gleason Ford dealership in Bottineau, North Dakota, a potential customer is informed that his Model T is still a reliable, valuable car and any shortcomings it might have can be easily and economically corrected.



A fender can be replaced for as little as \$3.50 with a labor charge of \$1.00 to \$2.50. A tune-up is \$1.00 with a small charge for parts. For a labor charge of \$20 to \$25 the engine and transmission can be overhauled. Of course parts were extra.



These prices all seem tiny compared to current prices; however, when

compared to per capita income they are just as costly as today. The average per capita income for all Americans in 1929 was \$750 and the average per capita income for American farmers in 1929 was \$273.



2018 MAFCA National Convention

SPARKS, NEVADA, JUNE 24-29, 2018



Editor's Note: Each month until next June, we will devote a page in each newsletter to sights and activities that will be part of the convention. There will be a lot to do and see.

It would be easy to spend several days in Carson City, Nevada's state capital. There are attractions for all interests:

Museums:

The Nevada State Museum explores the natural and cultural heritage of the state. The museum is housed in several buildings, one reminiscent of the rich mining heritage of the state and another the original Carson City Mint building.

The Nevada State Railroad Museum takes visitors back in time to the heyday of the steam train and transports them both figuratively and literally through the decades to modern diesel locomotives. In addition to static exhibits, visitors can ride on trains and railroad cars provide visitors with a first-hand experience with railroad history through the sights, sounds and sensations of a train ride.

Shopping:

Antiques: Carson City's own webpage does a good job of describing what is in store with over 20 antique shops, "With a past that dates back to the mid-800s, and includes the fabled Comstock era, Carson City, Nevada and its neighbors are natural habitats for antiques and collectibles... from vintage furniture to house wares, clothing to toys, western Americana to gas and auto memorabilia..."

Art: There are several art galleries for a variety of tastes. Of particular interest for the art collector are, The Artisan Gallery and Nevada Artists Association Gallery at the Brewery Arts Center or Artsy Fartsy Gallery.

Malls: There are three large shopping malls in the area, The Carson Mall, Plaza 50 and the Carson Valley Plaza.





The Gibson Girl

BY ALLISON MACK



Editor's note: The popularity of the Gibson Girl was one of the reasons Henry Ford spent time and money with advertising targeting women. This article introduces the Gibson Girl and what made her such a crowd pleaser.

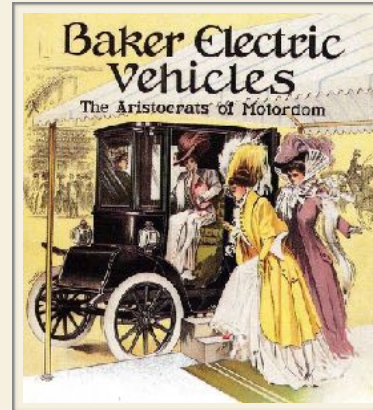
The Gibson Girl was illustrator Charles Dana Gibson's vision of the ideal woman. Her long, upswept hair was piled artistically on her head. Her neck was long and thin. Her face reflected the gentility and refinement of a well-bred, upper-class woman, yet had a hint of mischief, confidence, and spirited independence. She was tall and stately, yet had the perfect traditional hourglass figure. She wore long skirts, shirtwaists with high collars and puffy sleeves and wide-brimmed, feather festooned hats. Her persona exemplified the poised, feminine, yet self-assured, even progressive woman.

After Gibson's illustrations appeared in every leading magazine in America, the Gibson Girl became the iconic symbol of the new, late 19th and early 20th century woman. This new woman pushed against the old societal limitations and began to enjoy a more active lifestyle. She became more involved in athletics, academia, and the workforce.

Breaking away from the confines that society had bound her to, the new woman stepped out of her home, into a car, and onto a road of greater mobility and sovereignty. She left behind the stuffy mores of the era and welcomed a new freedom she had never known before. It was infectious and intoxicating. Whether she drove the car to the opera, or the grocery store, to school, or the ladies club, it was a chance to embrace the world in a new and exhilarating fashion. And hence, more and more women got behind the wheel and drove off to fetch groceries, attend church services, search for adventure, and even realize personal fulfillment (Figure 1).



Because of the immense popularity of the Gibson Girl, her image was used to sell everything from serving trays to dinnerware. Among other things, the Gibson Girl's driving prowess was used to sell motor magazines, cars and even Coca-Cola



Figures 2-4: 1914 Motor Magazine, Baker Electric Ad, 1910 Coca Cola Ad

In 1899, Louise Davis and her husband John created quite a sensation when they announced that they would be driving their National Duryea from New York to San Francisco. Having previously been reporters, the husband and wife team recorded their exploits and sent them to various newspapers and magazines across the nation, further inspiring women to take to the road (Figure 5).

In fact, several women made names for themselves by becoming involved in transcontinental expeditions; namely, Alice Huyler Ramsey (1909), Blanche Stuart Scott (1910), Anita King (1915), and Emily Post (1915).

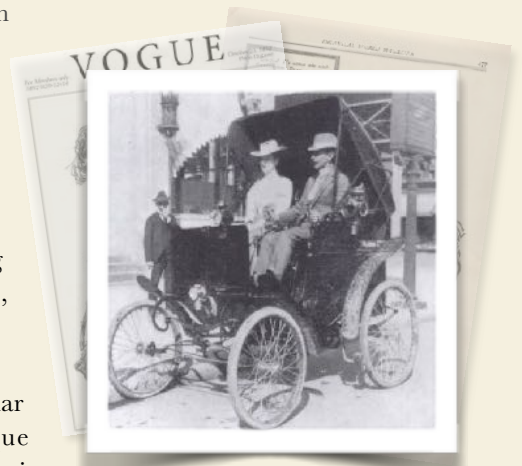


Figure 5: Louise and John Davis

As women became more interested and familiar with cars, they began making unique contributions to the industry. For instance, in 1902, Mary Anderson invented the first windshield wiper. She called it a “window cleaning device for electric cars to remove snow, ice or sleet from the window.” When she tried to sell it, however, she was told that “the device had no practical value.” Ten years later, wipers were standard equipment. Mary, of course, made no money from her invention (Figure 6).



Figure 6: Mary Anderson

In 1909, 22-year-old Alice Ramsey (Figure 7) became the first woman to drive across the United States in her Maxwell DA. She and three female friends took 59 days to drive 3,800 miles from New York to San Francisco.



Figure 7: Alice Ramsey

The hand-crank starter, also known as the “*a r m*-strong *starter*,” was a difficult and even dangerous way to start a car, and was the biggest deterrent to women driving cars. Then, in 1912, Charles Kettering (Figure 8) changed all of that when he created the



Figure 8: Charles Kettering

self-starter. And by the early 1900s, 5% of licensed drivers were women.

Wilma Russey (Figure 9) created quite a sensation on New Year’s Day in New York City when she drove her first customers down Broadway in her taxicab. The year was 1915, and she was New York City’s first licensed female taxi driver. She was also employed at Dalton’s Garage and was known to be an expert garage mechanic.



Figure 9: Wilma Russey

In 1916, the Girl Scouts of America saw the need for future female drivers to understand the basics of cars and created an “Automobiling Badge,” (Figure 10) where young girls demonstrated their driving skills, and knowledge of auto mechanics.



Figure 10: Automobiling Badge

Eventually, the vibrant Gibson Girl image faded from public view and the Roaring Twenties era roared into the collective American consciousness. Though eventually outdated, the Gibson Girl played her part, paving the way for the Flapper Girl, and further female freedoms.

Start thinking about next year's board. We will be voting for officers at this month's meeting.



Please consider volunteering for a board position.

Classified Ads



Wayne Atkinson has the following parts for sale:

- New .060 over pistons \$90
- New .060 over piston rings \$35
- Used 4:11 ring & pinion - look good
- Two transmissions

You can contact Wayne in Fairview at (641) 390-0870.

Mark Layton has two engines, a transmission, wheels, rear end, and new parts from Mac that he didn't use. Call Mark at (801) 361-7300

Tony Jacobs has a lot of parts for sale too. If you need something for your car, call Tony at (801) 796-0396

Paul Walgren sent us this e-mail: "I don't have time or money to do this project. Can you put the word out that this car is for sale? It is a 1929 Fordor leatherback Briggs model.

Everything seems to be the original parts. It is in Lyman, Wyoming. I am asking \$6000. I can be reached at paulwalgren@msn.com or send a text to 307-747-7025."




Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



Model A Ford Club of America



The Board of Directors had a very successful meeting at the Gilmore Car Museum, home of the Model A Ford Museum in September. One action the Board agreed upon was to extend the free membership program to Model A enthusiasts who have never been a member of MAFCA through the 2018 calendar year. If you have a friend in the hobby who has never been a member of MAFCA, tell them about this program, and have them contact Jay McCord at chaptercoordinator@mafca.com.

While in Michigan, the Board also attended **Model A Day** at the Museum. We had over 40 new members join MAFCA. It was a beautiful day with over 100 Model As on the field. A few very special cars were featured in front of the Museum, a Deluxe Panel Delivery, a Town Car, and a GAZ Jeep of the Gorkovsky Avtomobilny Zavod (Gorky Automobile Plant). [Click here for more information on these interesting automobiles made in Russia.](#)

I know all of you who went on the 2017 National Tour had a great time driving the beautiful roadways of California. I can't wait to hear of your adventures!

I hope you have registered for the 2017 National Awards Banquet being held in Oklahoma City. The Sooner Chapter has a great event planned for all of you! We will be celebrating the 50th anniversary of the Sooner Chapter, the national award winners for 2017, and the installation of the 2018 Board of Directors. Lots of fun awaits you in Oklahoma City! I hope to see you there!

The registration materials are now available for the 2018 National Convention in Reno, Nevada. Our host group, the Northern California Regional Group, has planned an adventure that you are not going to want to miss. Please visit the MAFCA website or the [NCRG website \(2018 MAFCA Convention\)](#) for more information and registration forms.

Do you have marketing skills? MAFCA is looking for an expert to advise the club in the area of strategic marketing. Please contact any member of the Board of Directors if this is your specialty and feel you have knowledge to share. We have a great club and know there are Model A enthusiasts out there who don't know about us, yet!

We have extended the 100K in a Day Driving Challenge through the end of 2017. We've heard from several clubs that they had not yet been able to take their drive together, so your mileage is now due to 100k@mafca.com or by USPS mail to MAFCA, 100-K, 250 S. Cypress St., La Habra, CA 90631-5515 by December 31, 2017.

The Board is also looking for a Chapter, SIG or Region to host the 2020 National Convention. A convention is a wonderful opportunity to showcase your area of the country and bring MAFCA members together from all over the world. If your club would like to host or have questions about what it takes to host a national convention, please contact David White, 2017 Vice President at vp@mafca.com. Your Board of Directors wants to hear from you.



“And Now A Word From Our Sponsors...”

Lease \$299/mo
on a new **2017 F-150**
Super Crew 4x4

family friendly pricing

2017 Ford F-150 Super Crew 4x4. MSRP \$31,246. MSRP \$49,076. See dealer. MSRP Dealer Incentive. Excludes tax, title, license, and other available or regionally required equipment. Dealer price may vary. ©2016 Ford Motor Company. All rights reserved. Ford, the Ford logo, and F-150 are trademarks of Ford Motor Company. All other marks are the property of their respective owners.

Larry H. Miller
Ford Lincoln PROVO
Driven By You.

THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!

SNYDER'S
ANTIQUE AUTO PARTS

FREE CATALOG **888-262-5712** **59 YEARS**
snydersantiqueauto.com

BRATTON'S
ANTIQUE AUTO PARTS

800-255-1929 Phone
www.brattons.com
800-774-1930 Fax
1606 Back Acre Circle
Mount Airy, MD 21771

Your source for Quality Model A Ford Parts since 1976

Bert's Model "A" Ford Center
2767 S. Tejon, Englewood, CO 80110
ph# 303-293-3673 or 800-321-1931
email address - parts@modelastore.com
www.modelastore.com

We buy and sell original and reproduction Model A Ford parts!

Maple Mountain Insurance Services

15 N 1600 W, Mapleton, UT 84664 * (801) 489-1357